



Domestic violence proclamation
Navy Region Hawai'i recognizes October as Domestic Violence Awareness Month.
See story on page A-7.



A journey to the past
USS Arizona Visitor Center, more than just a ticket office.
See story on page B-1.



Flag Officer Assignments
Deutsch, Prindle
Chief of Naval Operations Adm. Mike Mullen announced the following flag officer assignment Sept. 9:
Rear Adm. (lower half) Kenneth W. Deutsch is being assigned as director, net-centric, N71, Office of the Chief of Naval Operations, Washington, D.C. Deutsch is currently serving as commander, Patrol and Reconnaissance Wing U.S. 5th/U.S. 7th Fleet, Misawa, Japan.
Rear Adm. (lower half) (sel.) Brian C. Prindle is being assigned as commander, Patrol and Reconnaissance Group, Norfolk, Va. Prindle is currently serving as executive assistant to the deputy chief of naval operations for resources, requirements and assessments, N8, Office of the Chief of Naval Operations, Washington, D.C.

Navy assists in recovery of crash victims

JO2 (SW/AW)
Johnny Michael
Pacific Missile Range Facility, Kauai

Three Navy helicopters assisted in recovery efforts Friday afternoon after a Heli USA Airways tour helicopter crashed a half mile off of the northern shore of Kauai, near Haeana Point.
At approximately 2:32 p.m. officials at Pacific Missile Range facility received the mayday call requesting assistance in the recovery of the downed commercial helicopter.
Two SH-60 Seahawk helicopters from Helicopter Anti-Submarine Squadron Light Three Seven (HSL-37) were conducting training operations at PMRF when the call was received and were promptly diverted to conduct recovery operations. Simultaneously, a PMRF H-3 Sea King was scrambled with

search and rescue (SAR) swimmers to assist.
"The two HSL-37 helicopters were already in the air and able to get on scene very quickly," said PMRF executive officer, Lt. Cmdr. Kenneth Gilbert.
Of the six people onboard the fallen aircraft, three were able to swim away from the scene to safety. Of the three remaining, two were floating in the water at the crash scene when the HSL-37 aircraft arrived on scene. HSL-37 is home ported at Marine Corps Base Kaneohe, Hawai'i.
"It was rainy and weather was pretty poor," said SH-60 pilot Lt. Cmdr. Alan Aber. "When we got there we saw two people unconscious in the water and three people swimming toward the reef."
Lt. Cmdr. Aber's crew, including Lt.j.g. Tom Burke, AWC James Rogers and AW3 Randy Watts, immediately recovered two victims and while rendering emergency



Photo courtesy of JF Benzie
The Heli USA Airways tour helicopter, recovered Sunday after its crash into the waters off the northern shore of Kauai. Three of the six, on board perished in the accident.

first aid flew back to PMRF.
The H-3, manned by Lt. James Sparks, Lt. Keith Roberts, Aviation Electrician's mate 2nd class Stuart Holloway and Aviation Mechanist's 1st class Brian Petersen, arrived on scene shortly thereafter and conducted search and rescue operations for approximately a half hour before the final victim was located within the wreckage.
"We conducted search operations for what was initially thought to be two missing persons. We found out later it

was just one, and that the county divers performed the recovery," said H-3 crewman Petersen.
Resuscitation efforts for the recovered victims were initiated by the SH-60 crew and performed throughout the flight back to base. The aircraft touched down at approximately 3:14 p.m., at which time a male victim was loaded into a waiting PMRF crash and rescue ambulance and driven to Kauai Veteran Memorial Hospital (KVMH).
A female victim was also offloaded and Hospital Corpsman 1st Class Marcos Bordonada immediately resumed resuscitation efforts, with assistance from Store Keeper 2nd Class Geisser Simozapata, until she was picked up approximately 15 minutes later and driven to KVMH. Both victims were pronounced dead by medical staff at KVMH.
The cause of the crash is under investigation.

Marquet hands over reins of Submarine Squadron Three

Lori Cravalho
Commander, Submarine Forces, Pacific Public Affairs

Capt. Joseph E. Tofalo relieved Capt. L. David Marquet as Commander, Submarine Squadron Three (COMSUBRON Three), in a change of command ceremony Sept. 23 onboard USS Olympia (SSN 717) at the Pearl Harbor Naval Station submarine piers.
Marquet relinquished command with three of his squadron's six fast attack submarines deployed to the Western Pacific, a fact that Pacific Submarine Force commander Rear Adm. Jeffrey Cassias hailed as a huge accomplishment.
"That Commodore Marquet is changing command with half of his squadron deployed is just the way he would've wanted it," said Cassias. "It speaks volumes about the great challenges he has tackled during his command of Submarine Squadron Three."
USS Key West (SSN 722), USS Louisville (SSN 724) and USS Columbia (SSN 771) are currently deployed, having completed their deployment preparations under Marquet's command. Additionally, USS Olympia (SSN 717) completed a deployment in the Western Pacific, while USS Chicago

(SSN 721) is nearing comple-



U.S. Navy photo by Lori Cravalho
Capt. L. David Marquet is piped ashore after being relieved by Capt. Joseph Tofalo as Commander Submarine Squadron Three. The change of command took place Sept. 23 onboard USS Olympia (SSN 717) in Pearl Harbor Naval Station's submarine piers.

tion of its deployment preparations. The squadron's sixth submarine, USS Honolulu (SSN 718) is nearing completion of maintenance availability in the Pearl Harbor Naval Shipyard.
"Getting a submarine ready to deploy is not easy," said Cassias. "It requires signifi-

▼ See TOFALO, A-6

Inspirational leadership



U.S. Navy photo by JOC (SW) Joe Kane
Cmdr. James W. Kilby stands pierside in front of his ship USS Russell (DDG 59) after returning Sept. 28 from two-months of participation in the Alaska Shield/Northern Edge 2005 Homeland Defense/Homeland Security and Military Support for Civil Authority training exercise. While underway Kilby was notified that the Chief of Naval Operations, Adm. Michael Mullen announced Kilby was selected to receive the Vice Adm. James Bond Stockdale award for inspirational leadership. The fleet award was established in honor of Stockdale, whose distinguished naval career symbolized the highest standards of excellence in both personal example and leadership. Stockdale was a Medal of Honor recipient, former Vietnam prisoner of war, naval aviator and test pilot, who died at his home in California on July 5 after battling Alzheimer's disease. Kilby will be presented the award in October.

Navy Exchange's new Uniform Center opens

Laarni Gedo
Navy Exchange Marketing

The Navy Exchange Uniform Center's new location in Building 1337 was a necessary move from its old home in Building 346 because the resident-termites of the old shop "stopped holding hands" to hold it up, Rear Adm. James E. Beebe, Deputy Commander, Navy Region Hawaii, joked in his speech at the Navy Exchange at Pearl Harbor's Uniform Center grand opening ceremony Sep. 23.
NEX at Pearl Harbor Store Manager Beverly Hudgins said that the poor condition of the old Uniform Center next to Scott Pool prompted the planning of an improved Uniform Center.
"The old Uniform Center had a lot of termite damage and just wouldn't last," Hudgins said. "I am extremely impressed with the new uniform shop. The first time I saw the location, I was not too excited about moving into a dreary and



U.S. Navy photo by courtesy of Navy Exchange Marketing
ET2 (SS) Jonathan Grimaldi is the first Sailor to shop at the new Uniform Center. The new Uniform Center is larger than the old store by more than 3,000 square feet.

dark bowling alley, but our facilities, visual merchandising and store merchandising departments transformed it into a very attractive store."
NEX Hawai'i District Manager Michael Cottrell credits the Uniform Center Manager Julie Herring, Facilities Manager Robert Zemina and Visual Merchandise Manager

Kevin Chambers as the driving force in the relocation and renovation projects.
"This new Uniform Center renovation was completed entirely by NEX associates here at Pearl Harbor with great help from our headquarters partners," Cottrell said.
The new Uniform Center is larger than the old store

by more than 3,000 square feet.
"We definitely have more floor space to offer to our customers, in a much more desirable environment," said Hudgins. "We have customer restrooms now and added other things to our selection like Under Armour. Also, now our customers don't need to go to separate registers to pay for their uniform purchases and tailor services. It can all be done at our central check-out." The Uniform Center also carries the premium Brooks Brothers brand and more Navy Pride items.
One of the first to shop at the new store, Capt. Gail Hathaway said that the new Uniform Center has an impressive women's section. "It's a one-stop shop worthy of Pearl Harbor," she said.
Besides the larger space and better organization, the new uniform shop, formerly the Naval Station Bowling Center, houses pieces of American history.
And as Sailors and other

patrons enter the new store, a wall of black and white photographs of Naval Station Pearl Harbor take them as far back as 100 years ago.
The new Uniform Center takes it patrons back to the past and as the sole provider of uniforms and uniform-related needs to our Sailors, helps them prepare for the future.
Serving the Sailors with their uniform needs is a high priority of the Navy Exchange, Cottrell said. "There is one mission of the Navy Exchange that deserves special focus, extraordinary effort and constant attention-this is the Navy Uniform program, for it is the only commodity which we are the only store in town."
To better serve Sailors, the future includes plans for a Fleet Store that houses a Uniform Center, a mini-mart and a food court, all in one central location, said Hudgins. The Fleet Store's expected completion date is around 2008.

The ORC helps keep Pearl Harbor clean

JO2 Devin Wright
Editor

Outdoor Recreation Center (ORC) held a Patrons Appreciation Day Sept. 23 at the Rainbow Bay Marina.

In addition to showing appreciation to the patrons of the marina, the ORC used the opportunity to discuss a Clean Marina Program with the guests in attendance.

The Clean Marina Program emphasizes an organizational commitment for the prevention of water pollution to ensure a healthy environment for both boat owners and marine life.

“This appreciation day

gives us the opportunity to be proactive in our attempts to continue to keep our marina clean,” said Gerald Hamilton, program director of the ORC. “To protect our waters, marine life, fish and waterfowl from possible boat and marina pollutants is a major goal of Rainbow Bay marina. Every patron and each employee must work together to keep our Marina and boating environment clean. Many of our patrons who have either lived near or use the marina for years have really noticed the efforts the Navy has done to improve the quality of the harbors and we want to continue that,” he said.

Navy Region Hawai'i Environment Department representatives were on hand to show their support for the ORC efforts.

“This is a voluntary program that helps ensure people are doing the right thing to protect the environment,” said Clyde Yokota, Navy Region Hawai'i Environmental Department director. “We want people to show that they are good stewards of the environment. We want to ensure that people are enjoying their leisure activities in an environmentally smart manner. We need to make protecting the environment a habit,” he said.

Kimura named national Federal Manager of the Year

Marshall Fukuki
Pearl Harbor Naval Shipyard Public Affairs

The Federal Managers Association (FMA) named Eric Kimura, the director of radiological controls at Pearl Harbor Naval Shipyard, the Federal Manager of the Year at their mid-year conference Aug. 12 in Portsmouth, Va.

FMA is a primary federal employee organization that represents the interests of federal managers, supervisors and executives in the federal government.

Kimura was selected from a field of regional federal candidates throughout the United States. The award is present-

ed annually to a manager for significant accomplishments and contributions to the government, community and FMA.

“I’m very happy and humbled,” said Kimura. “I know there are a lot of good managers (in the FMA). It’s a good win for the shipyard. It reflects on the quality of the people here at Pearl Harbor.”

FMA National President Michael Styles said, “There is so much going on in government both within agencies and on Capitol Hill that now, more than ever, it is crucial that we stayed united in our efforts to maintain the world’s greatest workforce.”

Earlier this year, Kimura

was one of the experts the Shipyard sent to Guam to manage collision repairs on USS San Francisco (SSN 711). He was promoted this month from head nuclear engineer to director of the radiological controls department at the shipyard.

Kimura is recording secretary for FMA Chapter 19 for the Pearl Harbor area. He was chapter president from 2000 to 2003. In 2004, the Pearl Harbor chapter was chosen as the outstanding FMA chapter of 2003 during the FMA national convention.

A resident of Mililani, Kimura is also active in his church and Lions Club community service projects.

Pearl Harbor replaces Asheville battery in record breaking time

Marshall Fukuki
Pearl Harbor Naval Shipyard Public Affairs

A Pearl Harbor Naval Shipyard (PHNSY) team replaced a submarine battery aboard USS Asheville (SSN 758) in July in a record-breaking five and a half days, about half the time of a typical change-out.

“It’s the fastest time in many, many years,” said Thomas Miguel, PHNSY electrical shop planner with 28 years of experience at the yard. Pearl Harbor has been averaging seven and a half to eight days, making them the quickest among the naval shipyards to do this specialized fleet work aboard Los Angeles class submarines.

“Our battery ‘tiger team’ is the best that Naval Sea Systems Command has, and not only in the Pacific, but in the world,” said William Hamilton, PHNSY labor representative and president of Hawaii’s Metal Trades Council.

The change-out took place in San Diego, at a narrow concrete pier equipped with electrical and potable water hookups – and not much more, according to Miguel.

The team had to bring, buy, rent or borrow everything else. Arrangements had to be made by the team in advance for even the most basic resources and necessities, such as lights, tents, toilets and a sink.

A battery change-out normally takes 10 to 14 days, so

PHNSY’s 8-day projects are already on an accelerated timeline. To satisfy Asheville’s schedule, however, the job had to be done even sooner.

“When you bring together the best performers from all the shops in the shipyard for priority work and build a team of dedicated men and women, they can blaze right through a battery change-out in five and a half days instead of the nominal time frame of ten to fourteen days,” Hamilton said.

“It was a super tight schedule,” said Miguel. “It was very, very difficult. We were pushing the envelope. Everybody really pulled together.”

The team implemented innovative processes to reduce the duration of the job.

The team crated the old battery cells as soon as the new cells were installed instead of waiting to do it later. If it had become necessary for a new cell to be pulled back out, that would have meant double work for the team in uncrating and re-crating. Fortunately, all of the new cells passed final inspection and testing so the strategy worked.

Miguel believes there are two keys to the continued success of Pearl Harbor battery teams. “Every member is a volunteer. Every member takes ownership,” he said.

“Add to that, no lost time to injuries and compliance with the most strict environmen-

tal laws in the nation, you have one big winner,” Hamilton said.

Miguel credited the young team’s leadership -- Paul Navarro, Joseph Padilla, Harvey Tanaka and Craig Fujino -- for keeping everyone focused and moving in the right direction.

“Everywhere we go, we represent Pearl Harbor Naval Shipyard and the state. We fly two flags (on our job site), the American and the Hawaiian,” Miguel said. “We instill that in our people.”

Lily Mow of PHNSY’s environmental division was brought on board the team to ensure compliance with California’s stringent and complex environmental requirements. Business agent Wesley Pyo also juggled a hectic schedule, coordinating logistics and incoming and outgoing containers of supplies and equipment.

Lt.j.g. Michael Jensen served as a valuable go-between with the ship’s force.

“The ship needs to be part of the team,” said Miguel. “We had very good communication and cooperation with the ship.”

“It’s like a puzzle,” he said about this type of emergent fleet work. “If one piece is missing, it’s not complete. It was only through a complete team effort that we were as successful as we were.”

For more information on Pearl Harbor Naval Shipyard, visit <http://www.phnsy.navy.mil>.

Master Chief Harold Estes



Photo by JO1(SW) Alyssa Batarla

Retired Chief Boatswain's Mate Harold B. Estes is overcome with emotion as Commander, U.S. Pacific Fleet Command Master Chief Mo Radke reads a citation proclaiming Estes an honorary Command Master Chief during the Pearl Harbor Khaki Ball Sept. 23 at the Rainbow Bay Marina. Estes, 90, served in the Navy from 1934 to 1955 and is an active member of the Navy League. He was instrumental in bringing both the Bowfin Submarine and the Battleship Missouri to Pearl Harbor. Estes was the guest speaker at the ball honoring the area's newly promoted chief petty officers.

Hawaii'i
Navy News Editorial

Identity theft - How to protect yourself

FLTCM(AW/SW) Jon R. Thompson

You've all heard about identity theft. You've all heard how devastating it can be to a person or family. You've all heard tips on how to protect yourself. Have you paid attention? How safe do you think you really are? Believe it or not, we are all vulnerable...but some of us are more vulnerable than others.

Identity theft occurs in a variety of ways. In it's simplest form, a person may gain access to your credit card and charge things in your name. In it's most advanced form, another person can actually assume your identity, capable of altering your entire financial world. In some instances, only one bit of personal information is all someone needs to steal your identity.

Protecting yourself isn't that difficult. The most difficult part, to me, is to never get sloppy and make yourself an easy target.

Here are a few things you should do to protect yourself:

- Don't carry your Social Security Card in your wallet or purse.
- Carry only the identification and credit/debit cards that you use on a regular basis.
- Be cautious when responding to promotions. Identity thieves may create phony promotional orders to get you to give them your personal information.
- Keep your wallet or purse in a safe place at work; do the same with administrative forms and paperwork that have your personal information.
- Shred all documents that have your personal information rather than throwing



FLTCM(AW/SW)
Jon R. Thompson

have personal information in them.

- Do not open files sent to you by strangers.
- Use a firewall program, especially if you use a high-speed Internet connection that leaves your computer connected 24 hours per day.
- Use a secure browser - software that encrypts or scrambles information when you search the Internet.
- Try not to store financial information on your computer unless absolutely necessary; if you do, use a strong password with a combination of letters and numbers.
- Before you dispose of a computer, delete all personal information.

No matter what we do, we can never be too careful. One of the best ways to combat identity theft is to pay close attention to bank accounts and financial information about you. Personal vigilance is the only way to ensure you know immediately if someone has obtained your information.

One of the most important things you can do is to order your credit report. To order

them in the garbage.

- When ordering new checks, pick them up at the bank rather than having them mailed to you.

Your computer offers would-be thieves a possible way into your life as well. Here are a few computer tips:

- Use updated virus protection; and use passwords to protect files that may

your free annual report from one or all the consumer reporting companies, visit www.annualcreditreport.com, or call the toll-free number 877-322-8228. An amendment to the Federal Fair Credit Reporting Act requires each of the major nationwide consumer reporting companies to provide you with a free copy of your credit reports, at your request, once every 12 months.

The three major credit reporting companies are:

- Equifax: 800-685-1111; www.Equifax.com
- Experian: 888-397-3742; www.experian.com
- TransUnion: 800-916-8800; www.transunion.com

Even more often than reviewing your credit report, you should be watching closely monitor your bills. When you receive a credit card bill, don't just pull off the part with the amount you owe and pay it. Take a minute to review the charges. If you have a large balance, you may not notice that someone has made a charge against your account. My recommendation is to have as few credit cards or accounts as possible so monitoring them frequently is much easier. Most accounts can be accessed online, so you don't have wait for a monthly bill. Remember, the more accounts you have, the more someone else can access.

If you suspect you are a victim of identity theft, there are some things you need to do as soon as you become aware:

- Financial Accounts: Immediately notify the company / financial institution. Close (or freeze) the accounts immediately.
- Social Security Number: Call the toll-

free fraud number of any of the three nationwide consumer reporting companies and place an initial fraud alert on your credit reports. An alert can help stop someone from opening new credit accounts in your name.

- Driver's License / other government issued identification: Contact the agency that issued the license or other identification. Follow its procedures for reporting loss/theft.

Shipmates, you only have one identity and you should take great care in protecting it. Be extremely careful about providing others too much personal information. If you chat online, don't give out personal information. Don't respond to e-mail questionnaires that ask you to fill in personal information about yourself. Don't carry in your wallet or purse multiple credit cards that you don't use on a daily basis. Don't have your Social Security Number printed on checks.

If you follow all the tips I've provided you, you will have at least made yourself a hard target. Identity thieves look for easy ways to get your information. It's your job to make it extremely difficult for would-be thieves. We may never be 100 percent protected, but if we remain vigilant and review all our financial information routinely, at least we may know immediately if we become a victim. If what I offer seems silly, or too much work, consider for a moment what it would be like to try and repair the damage if you become a victim of identity theft. You know what they say, "An ounce of protection is worth a pound of cure!"

National Hispanic Heritage Month, 2005

A Proclamation by the President of the United States of America

Throughout our history, America has been a land of diversity and has benefitted from the contributions of people of different backgrounds brought together by a love of liberty. During National Hispanic Heritage Month, we celebrate the achievements of Hispanic Americans and the significant role they have played in making our Nation strong, prosperous, and free.

The contributions of Hispanic Americans have made a positive impact on every part of our society. Americans of Hispanic descent are astronauts and athletes, doctors and teachers, lawyers and scientists. The vibrancy of our Nation's Hispanic performers enriches music, dancing, and the arts. Hispanic Americans serve at every level of government, including as Attorney General of the United States and Secretary of Commerce. Latino entrepreneurs are starting and growing businesses all across America, creating jobs and opportunities. The hard work and determination of Hispanic Americans continue to

inspire all those who dream of a better life for themselves and their families.

Our Nation's Hispanic community has contributed to the advance of freedom abroad and to the defense of freedom at home. In every generation, Hispanic Americans have served valiantly in the United States military. Today there are more than 200,000 Hispanic Americans serving in the Armed Forces, and our Nation is grateful for their courage and sacrifice. In addition, thousands of Hispanic Americans are helping to defend and protect our homeland by serving as police officers and firefighters. All Americans are thankful for their daily work in helping to keep our Nation safe.

During National Hispanic Heritage Month, we join together to recognize the proud history and rich culture of Hispanic Americans. To honor the achievements of Hispanic Americans, the Congress, by Public Law 100 402, as amended, has authorized and requested the President to issue annually a proclamation designating September 15 through October 15 as "National Hispanic Heritage Month."

Making history



Courtesy of the Naval Historical Center

An original artwork for a World War I Navy recruiting poster painted in oil by artist James Montgomery Flagg.

Free
classified
advertising
for military
in Hawaii
Navy News

Active duty and retired military, civil service and dependent personnel can advertise the sale of their personal property (including real estate) and services in HNN at no charge. The details are as follows: Classified items and services must represent an incidental exchange between the aforementioned personnel and not business operations. Requests for three-line free classified advertisements can be submitted via email, if from a ".mil" address (submit to lkaneshi@honolulu.gannett.com), by phone at 521-9111 or by visiting www.honoluluadvertiser.com and clicking on "classified ads." More lines of advertising can be purchased at an additional fee. Requesters should include their military ID number and a call-back phone number.

STORY IDEAS?

Contact the HNN editor for guidelines and story/photo submission requirements:
Phone: (808) 473-2888
Email: hnn@honoluluadvertiser.com

Hawaii Navy News

Hawaii'i
Navy News

Commander, Navy Region Hawai'i -
Rear Adm. Michael C. Vitale

Chief of Staff, Navy Region Hawai'i -
Capt. Taylor Skardon

Public Affairs Officer - Lt. Barbara Mertz

Deputy Public Affairs Officer - Agnes Tauyan

Managing Editor - JOC(SW) Joe Kane

Editor - JO2 Devin Wright

Assistant Editor - Karen Spangler

Staff Writer- JO2 Corwin Colbert

Staff Writer - JO3 Ryan C. McGinley

Technical Adviser - Joe Novotny

Layout/Design - Tony Verceluz

Hawaii'i Navy News is a free unofficial paper published every Thursday by The Honolulu Advertiser, 605 Kapiolani Blvd., Honolulu, Hawaii, 96813, a private firm in no way connected with DoD, the U. S. Navy or Marine Corps, under exclusive contract with Commander, Navy Region Hawai'i.

All editorial content is prepared, edited, provided and approved by the staff of the Commander, Navy Region Hawai'i Public Affairs Office: 850 Ticonderoga, Suite 110, Pearl Harbor, Hawaii, 96860-4884. Telephone: (808) 473-2888; fax (808) 473-2876; e-mail address: hnn@honoluluadvertiser.com World Wide Web address: www.hawaii.navy.mil. This civilian enterprise newspaper is an authorized publication primarily for members of the Navy and Marine Corps military services and their families in Hawaii. Its contents do not necessarily reflect the official views of the U. S. Government, the Department of Defense, the U.S. Navy or Marine Corps and do not imply endorsement thereof.

The civilian publisher, The Honolulu Advertiser, is responsible for commercial advertising, which may be purchased by calling (808) 521-9111.

The appearance of advertising in this newspaper, including inserts or supplements, does not constitute endorsement of the products and services advertised by the Department of Defense, the U.S. Navy or Marine Corps, Commander, Navy Region Hawai'i or the Honolulu Advertiser.

Everything advertised in this paper shall be made available for purchase, use or patronage without regard to race, color, religion, gender, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron.

A confirmed violation of this policy of equal opportunity by an advertiser will result in the refusal to print advertising from that source.

Hawaii'i Navy News is delivered weekly to Navy housing units and Navy installations throughout Oahu. Housing residents may contact the publisher directly at (808) 538-NEWS (538-6397) if they wish to discontinue home delivery.

Navy's last Spruance-class destroyer decommissioned



U.S. Navy photo by JO3 Cynthia Smith
USS Cushing (DD 985), the last Spruance-class destroyer, is decommissioned on the ship's 26th anniversary. Speakers for the decommissioning ceremony included Cushing's first commanding officer, Rear Adm. William C. Miller (ret.) and the ship's current commanding officer, Cmdr. Steven A. Mucklow.

JO3 Cynthia Smith
Fleet Public Affairs Center Pacific

USS Cushing (DD 985), the last Spruance-class destroyer in service with the U.S. Navy, was decommissioned Sept. 21 on the 26th anniversary of the ship's commissioning. Speakers for the decommissioning ceremony included Cushing's first commanding officer, retired Rear Adm. William C. Miller and Cushing's current commanding officer, Cmdr. Steven A. Mucklow. During the ship's career, Cushing completed 10 deployments, four homeport changes and received multiple awards for excellence. The destroyer was also the last U.S. warship to transit the Panama Canal while under U.S. control, in September 1979. "This ship caused the fleet to reset the standards of excellence. I am thankful that I was a part of this ship's 26-year history," said Miller. "It is the crew that makes the difference, and it should be the crew, not the hull or the steel, that should be treasured." As Mucklow accepted the ship's commissioning pennant and was relieved as the ship's

final commanding officer, he praised the crew. "Sailors put the pride in the ship. Without them the past 26 years wouldn't have happened," said Mucklow. "We are now part of the legacy of all five ships to carry Cushing's name, but I will always remember this crew with admiration and respect. It has been my honor to serve with them." For Storekeeper 3rd Class (SW) Eric Browning, it will be his shipmates and friends he will miss most. "I have been on board for three years, and the crew has become my family," said Browning. "I have had some good times and some bad times on board, but in the end I will miss it all. I could not have asked for a better command." Cushing is named in honor of Cmdr. William Barker Cushing, a Naval hero of the Civil War. Cushing led many small boat raids up the rivers of North Carolina, ending with the attack on and destruction of the Confederate ironclad CSS Albemarle in October 1864. During the battle, Cushing's boat was swamped. His crew was either killed or captured, but Cushing eluded capture and was promoted and officially thanked by Congress.

Task Force 76 leaders shown future of training

JOSN Adam R. Cole
Task Force 76 Public Affairs

Task Force 76 leadership received a briefing Sept. 20 on the Navy's transition to a new afloat training program that Commander, Naval Surface Forces and Afloat Training Group (ATG) will utilize to lead the surface fleet in maintaining continuous fleetwide training readiness. Capt. Michael E. Boyd, Afloat Training Group (ATG) Pacific director of training, presented "SHIP-TRAIN" to Task Force 76 commanding officers and their staffs. The new training process, set in motion by Vice Adm. Terrance T. Etnyre, commander, Naval Surface Forces, will change the current 18-to-24-month training cycle to a shorter and more readiness-responsive training process. USS Harpers Ferry (LSD 49) will be the first ship within Task Force 76 to implement SHIPTRAIN beginning in January. The entire surface fleet should transition by 2008. "This new training system gives us a chance to take more pulses of the ship's readiness, ensuring that each ship is on the same page as far as

fleet training standards are concerned," said Boyd. Under the new model, ships should be able to maintain a higher readiness level than normal following a deployment and subsequent Ship's Restricted Availability period. ATG will check with ships every six months in order to verify that the standards are being met. Internally, ships will be given a computer program called Training Figure of Merit (TFOM) and Training Organizational Readiness Information Services (TORIS), that will allow them to precisely determine their strengths and weakness in readiness. Training team members will control the TORIS database on the ship, which will then compute the TFOM to produce a display of readiness. Green is ready; blue is above minimum; yellow is minimum; and red is below standard. "It brings visibility to the command and allows commanding officers to see exactly where they need to focus," said Boyd. "Once you see those points of low proficiency, you can plan training to address it, execute that training and then see an area improve."

Harpers Ferry's leadership, which have already received TFOM/TORIS hardware and software elements of SHIPTRAIN, are excited about the changes. "I think what this is going to do for us is that it is going to enable us to simplify the process in driving the train toward readiness," said Cmdr. Marlin C. Anthony, Harpers Ferry's commanding officer. "It's going to significantly raise the standard and raise the bar of overall readiness." After the brief, Task Force 76 Deputy Commander Capt. Alan R. Moore addressed the CTF-76 leadership gathered and reiterated both the necessities and the benefits of the change. "This is another key tool for leaders to maintain the ship's readiness," said Moore. "It will allow us to focus on areas that need more training. Overall, this should lead to higher standards of shipboard readiness here in Sasebo and the fleet." Task Force 76 is the Navy's only forward deployed amphibious force and is headquartered at White Beach Naval Facility, Okinawa, Japan, with an operating detachment in Sasebo, Japan.

Bonhomme Richard raises money for hurricane victims

JO3 (SW) Ryan Valverde
USS Bonhomme Richard Public Affairs

Sailors and Marines aboard USS Bonhomme Richard (LHD 6) ("BHR") donated more than \$4,000 to the American Red Cross to help aid the survivors of Hurricane Katrina in September. The San Diego-based ship's chaplain staff coordinated the fund drive. "We knew the city (New Orleans) was nearly destroyed and that it is going to take a lot of money and commitment from this country to help rebuild it," said Lt. Samuel Contreras, ship's chaplain and co-founder of the relief drive. "A lot of people wanted to help but didn't know how. A great way to do it is to give," explained Contreras. The Chaplain Department collected the donations using the

Navy Cash Card System at a table centered in BHR's hangar bay. "I would like to thank the crew," added Contreras, a 24-year resident of San Diego. "The crew made it happen. They didn't have to give; they chose to give. As soon as we set up our tables, they were streaming by to give. That's another mark of the hospitality and generosity of the crew." During BHR's recent deployment, the Chaplain Department led the effort to raise \$10,000 during the Blue/Green Tsunami Relief Fund Drive for the survivors of the tsunami that struck Southeast Asia in December. "Our crew has an impressive record of generosity," said BHR Commanding Officer Capt. Stephen Greene. "Once again, Bonhomme Richard has come to the aid of people in need. Our thoughts and prayers are with the victims and their families, and we hope this humble contribution will make a difference."

Nimitz strike group concludes Persian Gulf operations

JO3 Dustin Q. Diaz
USS Nimitz Public Affairs

USS Nimitz (CVN 68) and Carrier Air Wing (CVW) 11 concluded nine weeks of supporting Maritime Security Operations (MSO) in the Persian Gulf Sept. 22, when the ship transited the Strait of Hormuz into the Indian Ocean. Nimitz and CVW-11 launched more than 4,500 sorties totaling more than 11,000 flight hours since entering the U.S. 5th Fleet area of operations. Of those, more than 1,100 sorties and 6,000 flight hours have been in direct support of Operation Iraqi Freedom since Nimitz relieved USS Carl Vinson (CVN 70) in July. Capt. Ted Branch, Nimitz commanding officer, praised the readiness of the crew leading up to the deployment and continuing to the present. He said the ship and air wing's performance in the face of difficult and unexpected circumstances has consistently impressed him. "Our contributions to MSO while in the area have been top-notch, and that's more important than probably even a lot of our own crew realizes," Branch said. "The importance our presence brings to keeping the area stable and contributing to our efforts in this area can't be measured." Branch added that although the air wing was not called on to drop ordnance on insurgents, their mission was still required. "We've kept jets in the air offering great support to the troops on the ground, disabling roadside bombs and making other important contributions that will save lives." Hospital Corpsman 3rd Class John McIntear participated in some other unique activities while taking part in MSO aboard Nimitz. More than once, medical personnel directly helped Iraqis, like a fisherman picked up by USS Princeton (CG 59) who had been shot by unknown aggressors. "We performed surgeries on him throughout the night, got him stabilized and removed the bullet from his stomach," said McIntear, a native of Loretto, Tenn. "He would have been killed if it wasn't for us being here."



U.S. Navy photo by PH2 Elizabeth Thompson
From left, The guided missile cruiser USS Princeton (CG 59), the Military Sealift Command (MSC) fast combat support ship USNS Bridge (T-AOE 10) and the nuclear-powered aircraft carrier USS Nimitz (CVN 68) perform a connected replenishment at sea (CONREP) for transferring fuel and supplies. The Nimitz Strike Group is currently on a regularly scheduled deployment and is participating in Maritime Security Operations (MSO). MSO set the conditions for security and stability in the maritime environment as well as complement the counter-terrorism and security efforts of regional nations.

"Not long after that, we got a distress call from an Iraqi dhow that was sinking, and saved seven more lives," he added. "That's the most satisfying part of being in the Arabian Gulf performing maritime operations." The crew worked long hours throughout the hot summer and stayed sharp, holding weekly general quarters drills and conducting 15 underway replenishments since leaving Naval Air Station North Island, Calif., in May. In all, nearly 12 million gallons of fuel were issued to aircraft without a mishap since departing.

"That's the case all around the ship," Branch said. "They're all my heroes. Whether it's out in the sun on the flight deck, or down in some of the reactor spaces that are as hot as a sauna, they've worked as hard on day 75 in the Gulf as they did the day we left. I can't say enough about the job they've done." While in the area, Nimitz made port calls to Bahrain and the United Arab Emirates. While on liberty, the crew absorbed the culture, bargained over luxuries like jewelry and carpets, and represented the Navy and the nation well. "The Sailors and Marines of Nimitz and

CVW-11 performed fantastically while on liberty," said Command Master Chief (AW/SW) Christopher Penton. "They understand that it's just as important a part of the mission as everything else we do. It doesn't surprise me one bit." The ship also received visits from Chairman of the Joint Chiefs of Staff Air Force Gen. Richard Myers and Master Chief Petty Officer of the Navy (SS/AW) Terry Scott. Both met with many Sailors and Marines, and Penton said they later wrote to him with glowing words about the men and women serving at sea. "Each time we've had visitors on board, we've gotten very positive feedback on the attitudes and efforts of our crew," Penton said. "I've even been asked if they were hand-selected to represent the crew. It shows what I mean when I say we're 'on the point.'" Carrier Strike Group 11, led by Rear Adm. Peter Daly, includes Carrier Air Wing 11, Destroyer Squadron 23, the guided-missile cruiser USS Princeton (CG 59), the guided-missile destroyers USS Higgins (DDG 76) and USS Chafee (DDG 90), the attack submarine USS Louisville (SSN 724) and the fast combat support ship USNS Bridge (T-AOE 10). The squadrons of CVW-11 include the Black Aces of Strike Fighter Squadron (VFA) 41, the Tophatters of VFA-14, the Mighty Shrikes of VFA-94, the Red Devils of Marine Fighter Attack Squadron (VMFA) 232, the Black Ravens of Electronic Attack Squadron (VAQ) 135, the Wallbangers of Carrier Airborne Early Warning Squadron (VAW) 117, the Indians of Helicopter Anti-Submarine Squadron (HS) 6 and the Providers of Fleet Logistics Support Squadron (VRC) 30. MSO set the conditions for security and stability in the maritime environment, as well as complement the counter-terrorism and security efforts of regional nations. MSO deny international terrorists use of the maritime environment as a venue for attack or to transport personnel, weapons or other material.

NJROTC compete in triathlon



U.S. Navy photo by PHAN John Jackson

Luana Mayfield, a senior at James Campbell High School and a member of Saber Battalion Navy Junior Recruit Officer Training Corps (JROTC) Program races in an 800-meter swim. Sept 24 during the Navy JROTC Triathlon. Participants from 10 local high schools competed in the 7th annual Navy JROTC Triathlon, representing Navy, Air force, and Army JROTC programs. The Navy Triathlon has grown from three events to five including a 800-meter swim, a 1.5 mile run, the basketball toss, as well as push-ups and sit-ups competition.

Tofalo: Stepping in to take command

Continued from A-1

cant time training and certifying the crew, putting them through an intensive series of drills and inspections, and ensuring the ship is in peak material readiness as well.”

“Deploying four -- almost five -- of six submarines in a Squadron is a great accomplishment for such a short tour,” said Cassias. “It's something that wouldn't have happened without a visionary leader at the helm.”

Marquet, who was awarded the Legion of Merit by Cassias, credited his commanding officers and squadron staff for his success in preparing submarines to deploy.

“It was a little over a year ago that I joined a happy few band of brothers here at Squadron Three and we had a mission,” said Marquet. “The mission was very simple, the mission was to improve the combat effectiveness of our submarines.”

Marquet, who served as the squadron's commander since August 2004, will become the executive assistant to the Chief of Naval Personnel in Washington D.C.

Tofalo, a 1983 graduate of the U.S. Naval Academy, was previously the Submarine Command Course instructor in Norfolk, Va. He commanded USS Maine (SSBN 741).

Surface Line Week schedule of events

The Twenty-First Annual Middle Pacific Surface Line Week will be held at Naval Station, Pearl Harbor, Oct. 3-7. It will be co-sponsored by Afloat Training Group Middle Pacific and the Pearl Harbor Chapter of The Surface Navy Association. Surface Line Week activities will consist of 17 professional skill event competitions among Middle Pacific Navy and Coast Guard afloat commands. All Hawai'i-based afloat commands are encouraged to enter any or all events and will accumulate points based on both participation and performance. Awards will be presented to individuals and teams finishing first, second and third in each event and to commands finishing first, second and third overall. An awards ceremony and picnic will be held at Naval Station Rainbow Bay Marina Oct. 7 from 11 a.m. - 3 p.m..

Golf Tournament

Date: Oct. 3
Time: noon
Place: Barbers Point

Signalman Olympics

Date: Oct. 3-5
Time: 8:30 a.m. - 11 a.m.
Place: Onboard competing unit

Maneuvering Board

Date: Oct. 3
Time: 9 a.m. - 11 a.m.
Place: ATG MIDPAC Bldg 26, Room 208

Knot Tying

Date: Oct. 3
Time: 10 a.m.
Place: Ward Field

Heaving Line Toss

Date: Oct. 3
Time: 11 a.m.
Place: Ward Field

Pistol Competition

Date: Oct. 4
Time: 7:30 a.m.
Place: Building 86 Ford Island

ATFP/VBSS Competition

Date: Oct. 4
Time: 7:30 a.m.
Place: Building 86 Ford Island

Damage Control Marathon

Date: Oct. 6
Time: 7:30 a.m.
Place: Center for Naval Engineering: Fire Fighting School House

Surface Rescue Swimmer Competition:

Date: Oct. 3
Time: 8 a.m. - 11 a.m.
Place: Richardson Pool

Navigation Quiz Bowl:

Date: Oct. 5
Time: 10 a.m.
Place: ATG MIDPAC Ford Island, BLDG26

Five Mile Run:

Date: Oct. 5
Time: 7:30 a.m. Muster and Warm-up, 8:05 a.m. Race Starts
Place: Ford Island (Arizona) Pool

Open Ocean Swim:

Date: Oct. 6
Time: 7:30 a.m.
Place: Hickam Air Force Base, Honeymoon Beach

RHIB Regatta and Race:

Date: Oct. 7
Time: 11 a.m. - 1 p.m.
Place: Rainbow Marina

Tug-o-War:

Date: Oct. 7
Time: 11:30 a.m., check-in at 11:15 a.m.
Place: Rainbow Marina

Chili Cook-Off:

Date: Oct. 7
Time: noon (Judging at 12:15 p.m.)
Place: Rainbow Marina

Cake Decorating:

Date: Oct. 7
Time: noon (Judging at 12:30 p.m.)
Place: Rainbow Marina

Piping Competition

Date: Oct. 7
Time: Following conclusion of RHIB Regatta
Place: Rainbow Marina

Picnic:



Federal Government Web Masters Honor Navy LIFELines Web Site

LIFELines Public Affairs

The Web Managers Advisory Council has awarded the 2005 Best Practice Peer Award for “Services to Specific Audiences” to the Navy’s LIFELines Service Network Sept. 22.

LIFELines was the only uniformed-service Web site to be so honored. The award showcases innovative and successful government Web practices that can be replicated across the government’s 24,000 Web sites.

The honor pleased LIFELines Director Bill Hendrix. “The focus of LIFELines is quality-of-life. Our writing staff and content managers search daily for content that will improve the lives of Navy and Marine Corps families and the Sailors and Marines who serve us all,” said Hendrix. “It is gratifying to be recognized by our peers for doing what we were commissioned to do by the Secretary of the Navy and the Navy Personnel Development Command.”

The Web Managers Advisory Council is an inter-agency group of federal government Web managers from every cabinet-level agency and many independent agencies with representatives from both headquarters and field operations. The council was

originally created in January 2004 as part of the Interagency Committee on Government Information (ICGI) to recommend policies and guidelines for all federal public Web sites, to comply with Sections 207(f)(1) and (2) of the E-Government Act of 2002 and with other requirements.

The Advisory Council operates the Webcontent.gov Web site, a clearinghouse for government Web masters to help one another by sharing experiences, common challenges, lessons learned, successes and new ideas.

As a winner, LIFELines received a commemorative award, a Web Content Best Managers Best Practices Awards logo to post on the Web site, and LIFELines is being featured on the Webcontent.gov Web site as a model for other Web sites.

Since its inception in January 1999, LIFELines has received numerous awards and citations.

The LIFELines Services Network is a real-time, online multi-media Quality of Life (QOL) services delivery system that provides Sailors, Marines and their families with “equal access to high quality QOL services regardless of duty location.”

Those interested in more details about the LIFELines Services

Navy marks observance of Domestic Violence Awareness Month



U.S. Navy photo by J02 Devin Wright

Rear Adm. Michael Vitale, commander, Navy Region Hawai'i, signs a proclamation recognizing October as National Domestic Violence Awareness Month Sept. 26 at the Fleet and Family Support Center. From left to right (Kathy Koos-Lee, Regional Family Services director, Debbie Vitale, Dennis Arakaki, Hawai'i State legislator, Rodgers Patrick, program director for Navy Region Hawai'i Community Support Program and Capt. Gene Theriot, Naval Station Pearl Harbor Chaplain.

www.hnn.navy.mil

Hawaii Navy News
Online

Information about Navy Fleet and Family Support Center and the Family Advocacy Program

The Family Advocacy Program (FAP) is a military-wide program created in 1981 by the Department of Defense (DoD) specializing in the treatment and prevention of child abuse and domestic violence. The FAP is one of several Fleet and Family Support Center (FFSC) programs designed to enhance Navy family life and improve operational readiness. The FFSC and Family Advocacy in Hawai'i works hand-in-hand with state, local agencies and other military agencies to prevent

domestic violence with coordinated community-based efforts.

In October, the FAPs and the FFSCs worldwide will be conducting an awareness campaign to educate both service members and their families on the impact of domestic violence. FAP services are available to assist both victims and offenders. Services include prevention educational support groups, individual counseling and command training on how to recognize and respond to domestic violence. FFSC services are

available to all active duty service members including activated reservists, retirees and DoD civilians in overseas locations

Oftentimes, the FAP can help diffuse minor problems before they turn into volatile situations. According to the FAP staff, commands look favorably on those who take the initiative to seek help before ordered to do so.

For more information about the FFSC or FAP Center, call (808) 473-4222 or (808) 471-9458, respectively.

Pacific Fleet master chief visits Task Force 76

JOSN Adam R. Cole
Task Force 76 Public Affairs

U.S. Pacific Fleet Master Chief FLTCM (SS/SW) Rick West met with Sailors in Task Force 76 Sept. 22 during a visit to Sasebo.

West, who assumed the fleet master chief position in February, came to Sasebo to get a feel for what was on the minds of Task Force 76 Sailors.

He visited every ship and unit detachment, peeked into every workspace - even one ship's barbershop, where he decided to get a quick trim courtesy of Ship's Serviceman Seaman Corey Waldusky of USS Juneau (LPD 10).

"The goal of this visit was to look each Sailor in the eye and find out what their

issues and concerns are," said West.

West bypassed the traditional all-hands call and instead met one-on-one with nearly every Task Force 76 Sailor.

"Hey shipmate, what's your name? What's on your mind," West asked as he came across Sailor after Sailor in walk-through tours of Task Force 76 ships.

West said that one of goals for Adm. Gary Roughead, commander, U.S. Pacific Fleet, is ensuring the Sailors and their families have what they need for mission accomplishment and family readiness, especially for junior enlisted Sailors. The visit was to ensure that Task Force 76 Sailors had the "tools they needed" for professional and personal advancement.

Task Force 76 Sailors were appreciative of the widespread encouragement West

delivered throughout his visits.

"He was really positive," said Hull Technician Fireman Joshua R. Walters, a Juneau crew member. "It really seemed like he wanted to get to know us and find out what was on our minds."

Another of his goals in coming to Sasebo was to engage members of the chief petty officer community to be true leaders in helping Sailors get through whatever issues they may have. His message: "be proactive, not reactive, and ensure you make your division, department and command the best it can be in the world's greatest Navy."

The chiefs of Task Force 76 accepted the challenge and stand ready as "the first line of defense," for young Sailors, said Chief Boatswain's Mate (SW) Kawika K.

Kahihikolo.

"These young guys look up to us," said Kahihikolo, one of 41 newly-promoted Task Force 76 chief petty officers. "I think it is important for the khaki community to be proactive with Sailors and go to the deck plates ready to help in whatever way possible."

West said he understands that life as a Sailor in the Forward Deployed Naval Forces can be strenuous. This visit enabled him to express his sincere appreciation to those who serve.

"I want to thank them for their hard work," said West. "Though mission is number one, without people, you can't perform that mission. Based on what I've seen this visit, our Sailors are ready to conduct any mission, any time."

Administrative alert: Energy and fuel conservation reminder

Naval Facilities Engineering Service Center

Yesterday the President directed the executive branch to "to take appropriate actions to conserve natural gas, electricity, gasoline, and diesel fuel to the maximum extent consistent with the effective discharge of public responsibilities. In particular, agencies should temporarily curtail non-essential travel and other activities that use gasoline or diesel fuel, and encourage

employees to carpool, telecommute, and use public transportation to reduce fuel use."

While the Executive Office of the President already operates under the premise that resources should be used carefully and conserved whenever possible, this is a reminder that we should continue to make every effort to do so. We can all participate in this effort, and we should constantly be thinking about additional ways to conserve. Following are some reminders:

Turn out the lights when you are away from the office for any length of time and at the end of the day.

Turn off your PC when you are out for extended periods of time and at the end of the day.

Turn up the thermostat on window air conditioners during the day from their current settings and turn off the air conditioners upon leaving the office at the end of the day.

Make better use of shared printers in the office.

Turn off printers and copiers

when you leave for the day or when you will be out for extended periods of time.

Reduce the amount of materials you print and increase your use of electronic media.

Use double sided copying and printing if available.

Limit the number of refrigerators and microwaves in your office.

Additionally, office managers, supervisors and decision makers can make decisions now at the start of a new fiscal year by reducing travel and utilizing technology as

an alternative where available:

- Limit travel to only that which is essential
- Use Video Conference Capabilities
- Use conference call capabilities
- Take mass transportation whenever possible
- On a personal level, we can also contribute outside the office. For example, consider:
 - Use stairs rather than elevators when feasible
 - Refrain from use of the automatic door openers unless essential

USS Harpers Ferry (LSD 49) maintains ship, Sailors

JO2 (SW) Brian P. Biller
USS Harpers Ferry Public Affairs

USS Harpers Ferry (LSD 49) entered into its Selected Restricted Availability (SRA) period Sept. 19, a time set aside for major maintenance work.

In addition to maintenance, the ship's SRA period will provide new equipment, updated berthing facilities as well as give the forward-deployed amphibious dock landing ship an opportunity to send its Sailors to advanced vocational training schools.

"We're hitting SRA wholeheartedly from the onset...from the mast to the main spaces," said Harpers Ferry SRA Coordinator Ensign Mike D. Ryan. Ryan said some of the major repairs will include over-

hauling engines, replacing almost all of the ventilation on the ship, installing a new boat davit and new boats to go along with it. The two large patrol landing craft (LCPL) boats that the ship has now will be replaced with two rigid hull inflatable boats (RHIB).

"It's a marked improvement over our LCPLs," said Ryan, adding that one of the RHIBs is so spacious, it even has its own onboard restroom.

In addition to the new and overhauled equipment, Sailors can look forward to some quality-of-life improvements such as berthing space improvements.

"It's a complete rehabilitation of four berthing compartments, two crew lounges and the aft head," Ryan said.

"Even with all the alterations,

installations and improvements, the job is only half-done," said Harpers Ferry Commanding Officer Cmdr. Marlin C. Anthony.

"A great warship is nothing without great warfighters," said Anthony. "During this availability we are ensuring that both our ship and our crew are ready for the future. Our training agenda for Harpers Ferry Sailors is very aggressive, but it will ensure that we are ready to meet the challenges of a changing world."

"The ship's focus has now been placed on successfully completing the Inter-Deployment Training Cycle (IDTC)," said Harpers Ferry Training Officer Lt. j.g. Derek R. Mason. "Safety, training and preservation are our top three priorities."

Mason said the ship has requested more than \$500,000 to

send crew members to training schools, and currently has Sailors signed up for 471 schools in the coming year. Many of these are scheduled over the next three months.

"Some people are going to two and three schools for professional development and shipboard certifications," Mason explained.

The schools range from basic damage control wet trainers to air traffic control school. Presently, several Harpers Ferry Sailors are attending Visit, Board, Search and Seizure (VBSS) non-compliant boarding team school.

"We're excited about the school schedule and the strong shipboard training schedule we have in place to prepare us for a successful training cycle," said Anthony.

"It's very difficult to take the time out with such a heavy [operations tempo]," said Harpers Ferry Command Master Chief (SW/AW) Darryl L. Brandt, adding that the ship spent more than 300 days out of the last year deployed away from Sasebo. "These guys deserve the opportunity to improve their skill sets, and in the forward-deployed Navy that's often difficult."

"This will be a great time to get the ship and the crew in the corner of the boxing ring to recharge for a while until that bell rings again - and it will," Brandt added.

Forward deployed out of Sasebo, Japan, Harpers Ferry is part of the world's only forward-deployed amphibious ready group.

Got Questions?

Write to us at hnn@honoluluadvertiser.com

Safeguard concludes U.S.-Indian SALVEX

**USS Safeguard
Public Affairs
and JOSN Adam R. Cole**
Task Force 76 Public Affairs

USS Safeguard (ARS 50) completed the first Salvage Exercise (SALVEX) with the Indian navy Sept. 24, conducting 12 days of combined dive exercises off of India's Western coast city of Cochin and its surrounding waters.

U.S. Navy divers worked closely with their Indian counterparts at SALVEX, a combined classroom and in-port training with at-sea dives and salvage exercises.

Lessons taken from India will be added to Safeguard's long list of experiences since deploying in late April. The ship has completed diving operations with seven countries since departing Sasebo.

Lt. Cmdr. Doyle Hodges, Safeguard commanding officer felt that SALVEX was another step in achieving interoperability within Southeast Asia and boosted dive skills for both the U.S. and Indian divers.

"The U.S.-Indian SALVEX was a unique opportunity for Safeguard, both because it was the



U.S. Navy photo by IT3 Jason M. Tucker

HTC (DS/SW) Clifford Morin, assigned to the rescue and salvage ship USS Safeguard (ARS 50), dresses-out an Indian diver for familiarization dives as part of Salvage Exercise (SALVEX). Safeguard has been participating in SALVEX since Sept. 12 in India's western coast city of Cochin and its surrounding waters.

first combined salvage exercise held with the Indian navy and because the chance to visit India was a once-in-a-lifetime opportunity for most of us," said Hodges. "By the end of the exercise, U.S. and

Indian navy divers were working seamlessly together. It was a real privilege to be a part of this, and I'm very proud of what Safeguard has achieved."

In the course of two weeks, Safeguard crew

members completed a variety of activities. They toured Indian training facilities, completed familiarization dives on Safeguard's dive system with Indian divers, conducted in-harbor salvage

exercises and salvaged the wreckage of an Indian navy aircraft.

Hodges also noted that the hospitality and teamwork demonstrated by the Indian navy was absolutely overwhelming.

Chief Hull Technician (DSW/SW) Clifford E. Morin said that the Indian divers were "eager and friendly" counterparts.

From an operational standpoint, Morin said, he was impressed with the extent of their diving program after touring India's dive facility.

Major evolutions characterized both the in-port and at-sea phases of SALVEX. During the in-port phase, dive teams worked together and completed an underwater cutting and welding evolution, an evolution the "Indians clearly enjoyed and were grateful to have participated in," said Morin.

The U.S. and Indian navies worked closely during the at-sea phase to salvage and recover an Indian Seahawk jet that was submerged for 30 years and was only recently discovered by the Indian navy.

The aircraft was at a depth of 165 feet, a depth that is likely to cause harmful effects of nitrogen

narcosis, or "rapture of the deep," a disabling condition similar to intoxication and brought on by higher levels of nitrogen dissolving in the blood stream. With textbook dive techniques, the crews fought past the potential dangers and brought the plane to the surface after four days of diving.

The recovered aircraft was stored on Safeguard's fantail and transported back to port.

On the final day, Safeguard attended a reception with their Indian counterparts and congratulated each other on a job well done.

"Although we come from different navies, it was great that we could all work together so well to accomplish the mission," said HT3 (DV) Zachary DiMare. "In the end, it was a good feeling to have our divers and the Indian divers sitting on the salvaged fighter plane. It was a true reward after our combined hard efforts."

Safeguard is a forward deployed rescue and salvage ship operating out of Sasebo, Japan, and is part of Task Force 76, the Navy's only forward-deployed amphibious force.

Hawaii Navy News

www.hawaii.navy.mil

Online

Strike and Retrieve scores a direct hit

Jeffrey Nichols
*Navy Recruiting Command
Public Affairs*

Navy Recruiting Command (CNRC) and its advertising agency, Campbell-Ewald were finalists at the Creative Media Advertising Awards held Sept. 26, in New York.

CNRC and Campbell-Ewald was recognized at the award ceremony for development, advertising and marketing of the online video game Navy Training Exercise (NTE): Strike and Retrieve.

NTE Strike and Retrieve is an online video game that was developed by Campbell-Ewald for Navy Recruiting to help build interest and awareness of Navy high-tech jobs.

The target audience for the game is 17 – 24 year old men and

women gamers.

Creative Media Advertising Awards is sponsored by the American Association of Advertising Agencies.

For more information on Navy Training Exercise log onto www.nte.navy.com.



Screen capture from Navy Training Exercise



Screen capture courtesy of Navy Training Exercise

Grounded Greyhound flies again after nearly four years

Bill Bartkus

*Naval Air Systems Command
Depot North Island Public Affairs*

The first completely-rewired C-2A Greyhound left the Naval Air Systems (NAVAIR) Depot North Island Sept. 12 after sitting on the ground for three and a half years.

Naval aviators flew the improved Greyhound to NAVAIR Headquarters in Patuxent River, Md., where the \$40 million carrier onboard delivery (COD) aircraft will go through the verification process before being returned to the fleet.

“We (the Depot) mark the completion of the very first rewired C-2 Greyhound. The idea to rewire this aircraft began in October 1993, and now we mark a milestone as we say farewell,” said Joe Caoile, E-2/C-2 product manager, to product line employees and special guests.

The rewiring is part of the Service Life Extension Program (SLEP) and includes structural enhancements that provide the C-2A with the capability for 36,000 landings and 50,000 flight hours. “SLEP is necessary to make the C-2A a viable and economically maintainable platform until it is replaced,” said Caoile.

The Navy has only 36 Greyhounds. The first of two prototypes first took to the skies in 1964. The original Greyhounds were overhauled in 1973 to extend their operational life, and the Navy has no replacement in line for the aging C-2A. This is where SLEP enters the picture.

The NAVAIR Depot North Island workforce is giving each Greyhound a complete makeover from nose to tail. Each of these aircraft will go through SLEP to increase its operating service life. The changes include structural enhancements, rewiring, improvements in avionics systems and a new propeller system.

The C-2A provides critical logistics support to carrier strike groups, and without the Greyhound these groups would not survive at sea as they do. The Greyhound, piloted by experienced naval aviators, delivers precious cargo, mail and personnel from shore to sea.

“The aircraft is equipped with miles of wires and thousands of con-



U.S. Navy photo by PHAN Eben Boothby

Aviation Boatswain's Mate 1st Class Henry Cooper directs the movement of a C-2A Greyhound on the flight deck aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71).

nectors, clamps and splices that were installed by Depot artisans to accomplish its mission,” Caoile said. “It also took thousands of hours to plan and to write the documents and directives to make the modification come alive. Numerous parts had to be procured and delivered to put the aircraft back together, and it took a good number of hours to ground and flight test everything.”

But Caoile said that the immense task could not have been done without the workforce.

“It is all about the people, just as AIRSpeed is about people who are encouraged and empowered to think differently about their work and about changing their behaviors and habits,” he said. The completion of the [first] aircraft took creativity, innovation and teamwork from a

diverse group of people to make the aircraft come to life and to fly again.”

Caoile credited engineers for developing the design that worked, logisticians for making the design tangible and real, planners who made the design and logistics executable, and support groups and supply department for acquiring the logistics that fit the design and planned its execution.

“This important task took a cross-functional production workforce to piece it all together. It took a seasoned and heroic flight crew to make the aircraft do what it was designed to do,” said Caoile. “And it took a dedicated management to lead a crew, supervise a shop, and manage a product line to oversee the project from NAVAIR to engaging in consistent communication with all stake-

holders that made the project a reality.”

Caoile mentioned that there are 34 more Greyhounds waiting their turn to be rewired, and one such aircraft at the Depot is 70 percent complete. “It will take just as much dedication and teaming by the same diverse group of people to finish the aircraft. We have no doubt that the Depot will complete this all-important mission,” he said.

“This has been a long, hard journey with many challenges,” said engineer Donald Sano, the depot's C-2 SLEP integrated product team (IPT) lead. “We crossed a number of hills and valleys.”

Sano said that in 22 months, the team red-lined, revised, and created 13,000 pages of manufacturing drawings and technical publications.

“This alone was an amazing effort,” he said. “In the same 22-month period, the team oversaw the manufacture of more than 100,000 parts and also created a unique database which will help the fleet in the years to come, with 260,000 entries and counting.”

According to Sano, the team installed 23 miles of wiring. He thanked the rewire team “for providing the warfighter with, after demonstration testing, a more reliable and much safer aircraft.” Sano also recognized the leadership of the C-2 Integrated Process Team at NAVAIR Headquarters who attended the ceremony.

NAVAIR provides cost-wise readiness and dominant maritime combat power to make a great Navy and Marine Corps team better.

Hawai'i Navy News Sports

Deja Vu: Forward Baldwin sidelined with preseason injury

Naval Academy Varsity Athletics

For the second-straight year, Navy basketball standout Carlton Baldwin (Lusby, Md.) will start the season sidelined with an injury after breaking a bone in his right ankle over the weekend. The two-year letterwinner had surgery on Monday and is expected to be out of action for the next two months.

Last September, Baldwin was thought to be out anywhere from three to six months after fracturing a toe in his left foot. Baldwin's recovery was quick, as he missed just the first-three games of the season. As a freshman in 2003-04, Baldwin paced Navy in scoring (8.0 ppg) and rebounding (4.1 rpg), while last season he turned in 4.4 points and 3.4 boards in 10 contests.

"I feel bad for Carlton who has really come a long way from last year," said second-year Navy head coach Billy Lange. "He has improved his individual game and has become a better team player. I am optimistic, however, that he'll come back in great shape and will be able to contribute earlier than the doctors expect."

"It has always been my philosophy to put the emphasis on team and not individuals. Injuries are part of college athletics and we'll manage. It's a prime opportunity for other members of the team to step up, make up for the scoring and rebounding and provide positive energy while Carlton is out."



Photo courtesy of Naval Academy Varsity Athletics

Junior Carlton Baldwin suffered a broken toe last September and broke his right ankle over the weekend.

Free
classified
advertising
for military
in Hawaii
Navy News

Active duty and retired military, civil service and dependent personnel can advertise the sale of their personal property (including real estate) and services in HNN at no charge. The details are as follows:

Classified items and services must represent an incidental exchange between the aforementioned personnel and not business operations. Requests for three-line free classified advertisements can be submitted via email, if from a ".mil" address (submit to lkaneshi@honolulu.gannett.com), by phone at 521-9111 or by visiting www.honoluluadvertiser.com and clicking on "classified ads." More lines of advertising can be purchased at an additional fee. Requesters should include their military ID number and a call-back phone number.